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REPORT

TOPIC Airfield North-Northwest of Stalino and Air Activity over Stalino

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EVALUATION PLACE OBTAINED

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DATE OF CONTENT

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DATE OBTAINED DATE PREPARED 19 January 1955REFERENCES PAGES 5 ENCLOSURES (NO. & TYPE) 2 - sketches on dittoREMARKS

This is UNEVALUATED Information

1. The landing field of the airfield north-northwest of Stalino (47°59'N/37°48'E) could be observed but not very good from the metalled road leading along the southeastern end of the field. This was mostly caused because the view was obstructed by brushwood. Also, the area sloped to the north and northwest and, therefore, could not be overlooked. There was no runway or taxiway in the section which could be seen from the road. However, from the fact that aircraft usually took off and landed in the same course it was inferred that a runway was available at the field. 1 25X1

A small low brick building with two steel tubular masts, about 6 meters high, in front of it was located presumably at the eastern edge of the field. The masts were braced and were connected by two thin horizontal wires. Several cable lines were seen in front of the building. 2 25X1

In February 1951, a device consisting of a support, about 1 meter high and a flat concave tin-like structure, about 2.5 meters in diameter and opening to above was seen in front of the building. Later, the device was no longer seen. 3

Three or 4 horizontal fuel containers similar to those on railroad tank trucks were seen on the ground near the low brick building. 4

Two large loading ramps were available next to a spur track at the field. 5

Aircraft parked at the field included 3 twin-engine conventional aircraft, presumably commercial aircraft of type Douglas, which regularly landed at the field, and 7 to 8 biplanes. The number of aircraft differed during the time of observation. 6

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2. Jet aircraft were not seen parked at the field. However, air activity observed indicated that jet aircraft were stationed there. Flying by jet aircraft was first seen in early 1952; air activity intensified during the reported period. Jet aircraft were first seen flying individually and, later in formations of three. Not more than 2 formations of three, usually echelon formations, were seen aloft at the same time. Aircraft in formation maintained distances of at least two aircraft lengths and 2 wing spans. For formation flying the aircraft took off individually at intervals of at least 30 seconds. The aircraft usually flew a left bank and subsequently assembled in formation. Duration and altitude of the flights varied. No changes of formation were seen. The formations dispersed while circling the field widely and then landed individually at large intervals. Jet aircraft were not seen flying in unfavorable weather.

The following three types of jet aircraft were seen over Stalino:

- a. Type 1: The jet engine was fitted below the fuselage and visible as a step in the fuselage. The surface of the fuselage behind the jet engine as far as the end of it always looked almost black. The front part of the fuselage was bulgy while the rear part looked like that of a propeller aircraft. The cockpit was noticeably flat and short. The mid-wings were trapezoidal and rounded off at their tips.
This type of aircraft was the first jet aircraft observed over Stalino but was never seen again after early 1953. Of all the types jet aircraft seen this one was the slowest.
- b. Type 2: The jet engine was housed in the fuselage. The jet exhaust was clearly seen at the rear end of the fuselage. There was a circular dark shade around the jet exhaust. The fuselage looked smooth and slim. The aircraft had swept-back wings with apparently cornered wing tips. The swept-back rudder assembly was fitted noticeably high and angular. The aircraft appeared to be slightly larger but slimmer than the type 1 aircraft. It was also faster and more maneuverable than the type 1 aircraft but slower than the type 3 aircraft. The aircraft was first seen in late 1952. It always flew individually and was less frequently seen aloft than the two other types. It was still seen over Stalino in September 1953.
- c. Type 3: All aircraft of this type had a nacelle like object fitted under each wing. The nacelles like objects which projected only slightly beyond the leading edge of the wings apparently tapered off to the rear. It was not determined whether they were pointed. The cross-section at the largest point of the nacelle like object was at best one third of the cross-section of the fuselage. The fuselage appeared rather plump and had apparently a somewhat circular cross-section. There was a pronounced bend at the tail where the noticeably thin tail boom was fitted. The aircraft had a very high and long glazed cockpit cowling. The cockpits were always occupied by two men sitting in tandem. Occasionally, it appeared as if three men were sitting behind each other in the cockpit. The gauge of the landing gear was very wide. Its wheels were considerably larger than the nose wheel. The wings which were fitted at about mid-way up on the fuselage were more swept-back than those of type 2. The wing tips appeared square. The rudder assembly appeared very high and was set on very thin tail booms. The elevator assembly had about the shape and sweep-back as the wings; it was set in the upper third of the rudder assembly. The aircraft was smaller than the type 2 aircraft and had about the size of a conventional fighter aircraft. The aircraft was the fastest seen over Stalino and appeared very maneuverable. Its speed at horizontal flight was estimated at least 1,000 km/h. It had a silvery appearance. The aircraft was first seen in the spring of 1953 and was the most frequently seen type until September 1953.

In 1953, jet fighters also practiced night flying when the weather was clear. Ground searchlights were always in operation during these practices. The aircraft usually flew at very high altitudes, but some times also at altitudes between 1,500 and 2,000 meters. Two aircraft were usually aloft at the same time. At first, they flew without position lights and were recognized by their noise. Searchlights tried to catch them in their beams. The time until an aircraft was caught in the beams of a searchlight varied but usually was rather long. When one of the searchlights had caught the aircraft, the second searchlight also directed its beams toward the aircraft for a moment and subsequently both

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searchlights were switched off. After a short time, the procedure was repeated. When the searchlights were unable to locate the aircraft, the aircraft set position lights. Night flying was only practiced by aircraft of type 3. Some times night flying was conducted for 2 to 3 subsequent days but temporarily no night flying was seen for several weeks. It was believed that the main purpose of night flying was the training with searchlights. Several times, a conventional aircraft towing an air sleeve was seen during daytime. The aircraft took off and landed at the field. Once or twice, there was air-to-ground firing at night. Conventional aircraft fired with submachine guns at ground targets near the field. 7

3. Between April and early October 1953, there was air activity over an airfield, 6 to 7 km north-northwest from the center of Stalino. A paved road and a streetcar line extended from the center of Stalino through the Vedka Settlement to the eastern edge of the airfield where the streetcar terminated. The airfield measured about 2 x 2.5 km. The area north of the field was overgrown by brushwood and sloped slightly. A settlement was located at the southern edge of the field. The surrounding area to the east and west was level and not obstructed from view. Between Vedka and the field, the road crossed a double track railroad line and, after 100 meters, a single track line, both of which were Soviet-gauge and extended from north-northwest to south-southeast. The latter was referred to as "industrial track" by P.M.s. A spur track was located north of the field. A radio installation was seen at the southeastern edge of the field. The field was used by the Soviet Air Force and by commercial aircraft. According to Soviet workers, construction work was done at the field in 1946/1947. During the reported period, no construction work was under way there. The landing field was sodded and apparently in good condition. No drainage system was seen. A runway which extended from northwest to southeast at a length of 1,500 to 2,000 meters was located slightly northeast of the middle of the field. A single-story building, 30 meters long and 10 to 15 meters wide, presumably the flight control station with weather station, was located in the eastern part of the field. A superstructure 1 to 15 meters high with an air sleeve on a mast was seen on the roof. A single-story building, 30 to 40 meters long and 10 to 12 meters wide, was located in the southeastern part of the field. Several soldiers were seen winding up telephone cables in front of this building. A radio installation of four masts, which were 20 to 30 meters apart and 5 to 6 meters high, was seen some meters east of this building. Other buildings of undetermined purposes were located northwest of the radio installation. Next to the radio installation, 8 tents were seen at the southern edge of the field. A low fence extended along the eastern edge of the field. 8

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4. Part of the air force personnel stationed at the field was quartered near the field. In the early morning, a group of 10 to 12 air force soldiers was repeatedly seen in the Vedka settlement while entering a truck which came from the direction of Stalino. At the same time, sedans and trucks with air force officers and EM were seen proceeding toward the field. Most of the officers wore leather clothing. 9

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Ten to 12 single-jet aircraft and 5 to 6 twin-jet aircraft were stationed at the field. The single-jet aircraft resembled the MiG-15. In addition, 4 to 5 conventional aircraft, probably commercial aircraft, and smaller conventional aircraft of various types were stationed there. 10
The following features were observed on the jet aircraft:

Single-jet aircraft: Air intake in the cut-off nose. No air intake apertures at the sides of the fuselage and the leading edges of the wings. Air exhaust at the cut-off tail. Swept-back mid-wings. Relatively large single rudder assembly; elevator assembly fitted on the rudder assembly. Single-jet aircraft were seen in formations of 3 to 4 usually during favorable weather. They were seen flying in line or wedge formations or practicing air fighting with 1 or 2 aircraft pursuing a third. The maneuverability and climbing ability of the aircraft was noticeable. During firing exercises at air sleeves, 2 to 3 aircraft would attack the sleeve target giving short bursts of fire.

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Twin-jet aircraft: The jet engines were fitted under the first third of the wings. The engine cowlings projected more beyond the leading edges of the wings than beyond the trailing edges. A circular aperture was seen in the front side of the engine cowlings. The wings which were set high had a light sweep-back on the leading and trailing edges. The single rudder assembly was relatively large and fitted on the tail. The elevator assembly was fitted at the upper half of the rudder assembly; it had a swept-back leading edge.

Air activity by this type aircraft resembled that of the single-jet aircraft. In addition, these aircraft practiced bombing in an area east of the field. No ground targets were seen. Since no detonations were heard it was believed that cement bombs were used. Each aircraft would drop two bombs while gliding and subsequently climb steeply. The noise of flying aircraft was heard almost every night, however, flying jet aircraft were definitely seen only three times. [] 10

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5. An airfield was located 5 to 6 km northwest of Stalino, northwest of a road coming from the direction of Stalino and a double-track railroad line which extended from southwest to northeast. The field measured about 2.5 x 2 km and was surrounded by slightly undulated terrain mostly farmland without obstacles. It was connected with Stalino by the abovementioned road. There was a spur track which came from the northeast and terminated in the northeastern corner of the field. [] Aircraft of the Soviet Air Force were stationed at the field which was additionally used by commercial aircraft. [] Single and twin-engine conventional aircraft were parked along the southwestern edge of the field. Two to 3 four-engine conventional aircraft, allegedly commercial aircraft, were daily seen being parked near the flight control station. Additional aircraft, presumably jet aircraft, were parked in the northern part of the landing field, possibly along its edge. Jet aircraft were seen taxiing from that direction. 11 No installations for sheltering the aircraft against enemy action, weather or view were seen. There were no hangars, repair shops or quartering buildings. A fuel dump was located in the northern corner of the landing field. Four to 6 horizontal containers which were three fourth underground were seen on both sides of the spur track which terminated there. One morning, 3 railroad tank cars were seen on the spur track. A tank truck was repeatedly observed proceeding from the fuel dump to the aircraft parked near the flight control station. The latter was a single-story building, about 20 x 10 meters. Four antenna masts and a radio mast with red obstacle lights were seen. A searchlight was repeatedly seen beaming its light alternately to the southwest and northeast. [] this searchlight was to show the landing direction to airborne aircraft. A single-story building, 20 to 30 meters long and 10 to 15 meters wide, located in the southeastern corner of the field was occupied by soldiers. Four antenna masts, 8 to 10 meters high and arranged in a square, were seen northeast of this building. A line extended from one of the masts or from one of the antennas to the building. A single mast, about 18 meters high, apparently a radio mast, was located southwest of the building. Along the road, the field was bordered by a wire fence, 50 to 60 cm high, which joined a higher barbed-wire fence at the southwestern and eastern corners of the field. The airfield entrance and the parked aircraft were not guarded. From the fact that trucks and jeeps with air force personnel were seen proceeding through Vedka to and from the field in the morning, at noon and in the evening, it was inferred that the unit stationed at the field was not quartered there. An undetermined number of single and twin-engine conventional aircraft and at least 12 jet aircraft were stationed at the field. Repeatedly 12 jet aircraft were seen aloft at the same time. Two to 3 four-engine conventional aircraft, allegedly commercial aircraft, were daily seen near the flight control station. An MVD guard said that these aircraft were employed in flights to Moscow, Kiev and Kharkov. Several take-offs and landings by these aircraft were daily seen.

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6. It could only be remembered that jet aircraft practiced flying during daytime. In October and November 1953, jet aircraft were daily seen flying. Two to 3 aircraft usually took off at intervals of less than a minute. The aircraft climbed steeply flying large curves while keeping, but repeatedly changing, formation. They were seen in tandem, line, wedge and staggered formation. Some flights were made at low altitudes down to 100 meters. A jet aircraft towing an air sleeve was occasionally seen being attacked by 2 or 3 other jet aircraft which approached from above or from the side and fired short bursts of fire. These practices were made at very high altitudes so that the aircraft were hardly visible. Four to five times during the reported period, 12 aircraft took off and, flying wide curves while climbing, assembled to wedge formation. Two of the aircraft would always fly near each other one of them somewhat staggered to the rear. The formation would return after a short time and disappear in the opposite direction from where it returned soon in order to repeat flying in that manner for half or three quarters of an hour. The following features were observed on the jet aircraft. The aircraft had two jet engines of which the front and rear ends seemed to be cut off. The two engines were fitted in the wings and projected beyond the leading and trailing edges. There was only a light bulge on the under side of the wings, the leading and trailing edges of which were lightly swept-back. Devices shaped like the jet engines but having a smaller diameter were fitted to the wing tips. The wing roots were slightly wider than the wing tips. The single rudder assembly was fitted to the tail. The elevator assembly was fitted to the rudder assembly. Its leading edge had a slight sweep-back. The aircraft had a nose wheel.

1. Comment. The airfield north-northwest of Stalino was previously reported See Annex 1. 25X1
2. Comment. This antenna has repeatedly been reported.
3. Comment. This device was presumably a radar set, possibly a radar set for 25X1 AA firing.
4. Comment. According to previous reports covering the same period, filling 25X1 stations were located there.
5. Comment. The spur track which comes from the north enters the eastern 25X1 part of the airfield.
6. Comment. The utilization of the field by commercial aircraft was 25X1 reported previously. 25X1
7. Comment. Rough sketches and the description indicate that the aircraft of type 1 is probably a Yak-23, aircraft type 3 is definitely a U-McG-15 and aircraft type 2 is presumably a type-15. The airfield had 25X1 already previously been believed to be occupied by a Soviet fighter unit.
8. Comment. This information agrees with previous information. The radio 25X1 installation of four masts is a VHF Adcock D/F station.
9. Comment. This information was received previously. 25X1
10. Comment. twin-jet 25X1 aircraft during the same period, For sketch of aircraft 25X1 see Annex 2. Previous reports covering approximately the same period, also mentioned twin-jet aircraft. Recently reports unidentified twin-jet aircraft types have increased.
11. Comment. The northern part of the field is obstructed from view from 25X1 the road running parallel to the railroad line.

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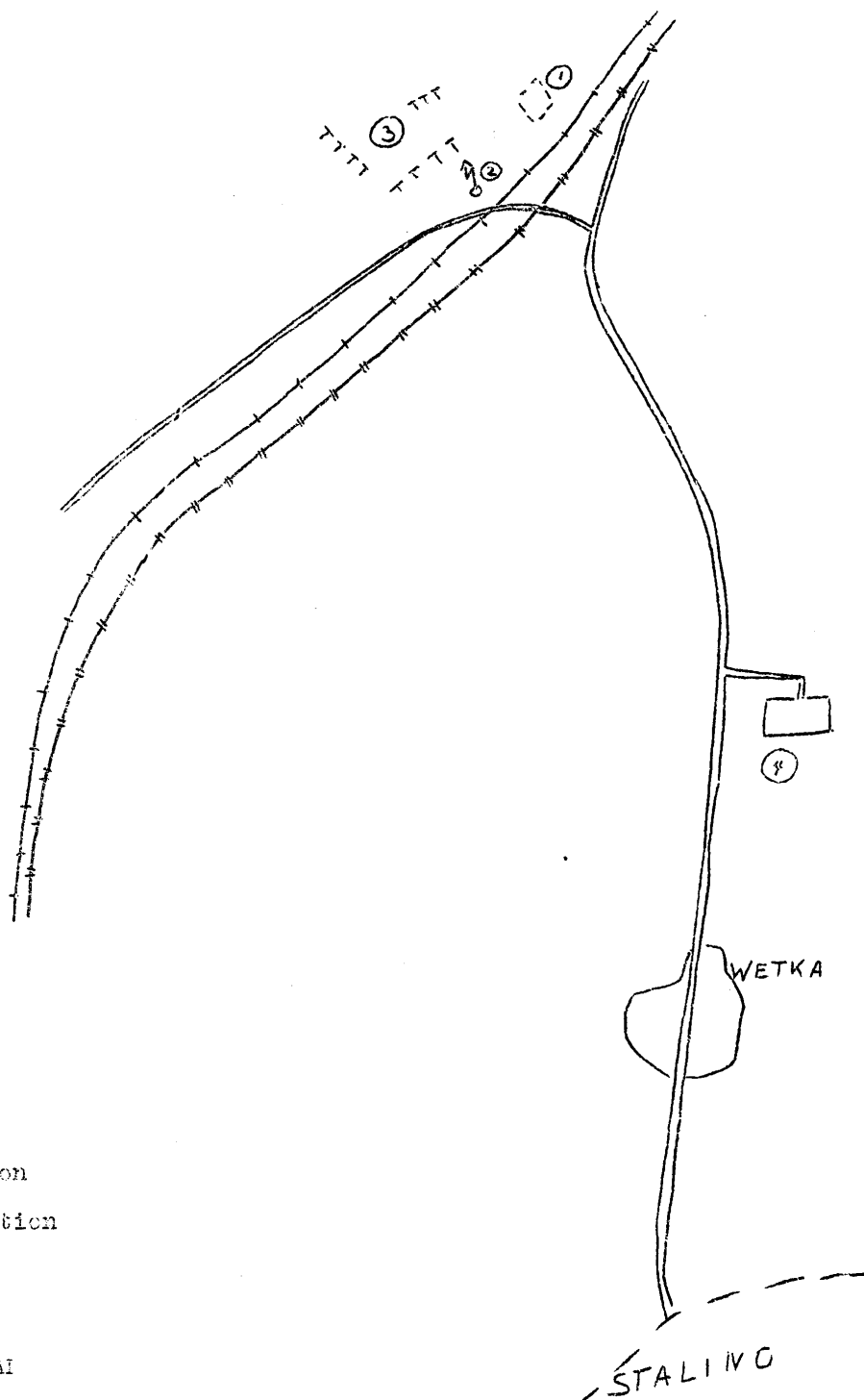
Annex 1

Location sketch of Airfield North-Northwest of Stalingrad

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not to scale

air field



Legend:

- 1 Fuelling station
- 2 Radio installation
- 3 Dispersal area
- 4 Camp No 3

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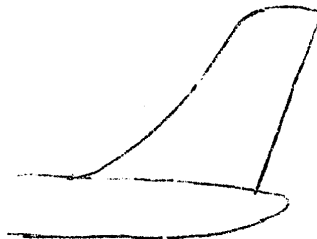
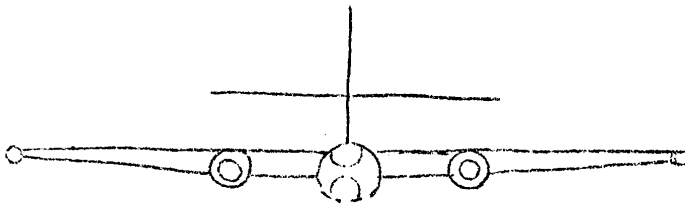
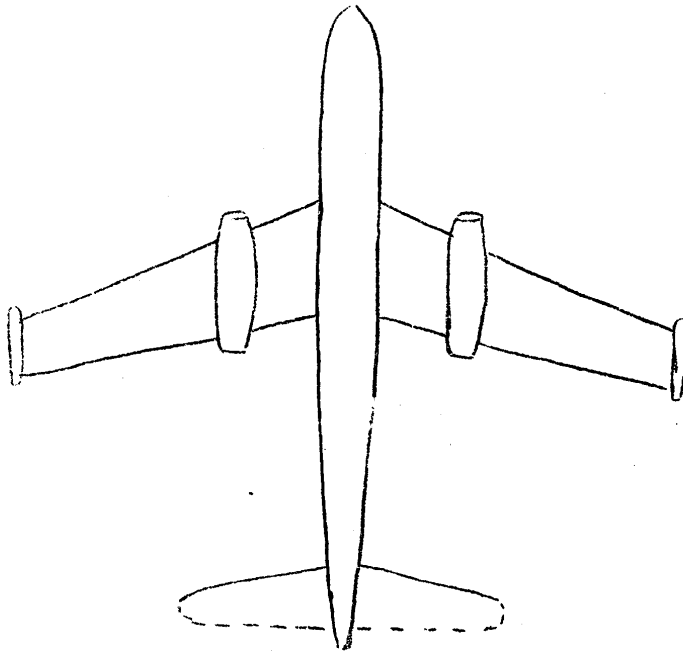
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Annex 2

Twin-Jet Aircraft Observed Over Malino



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